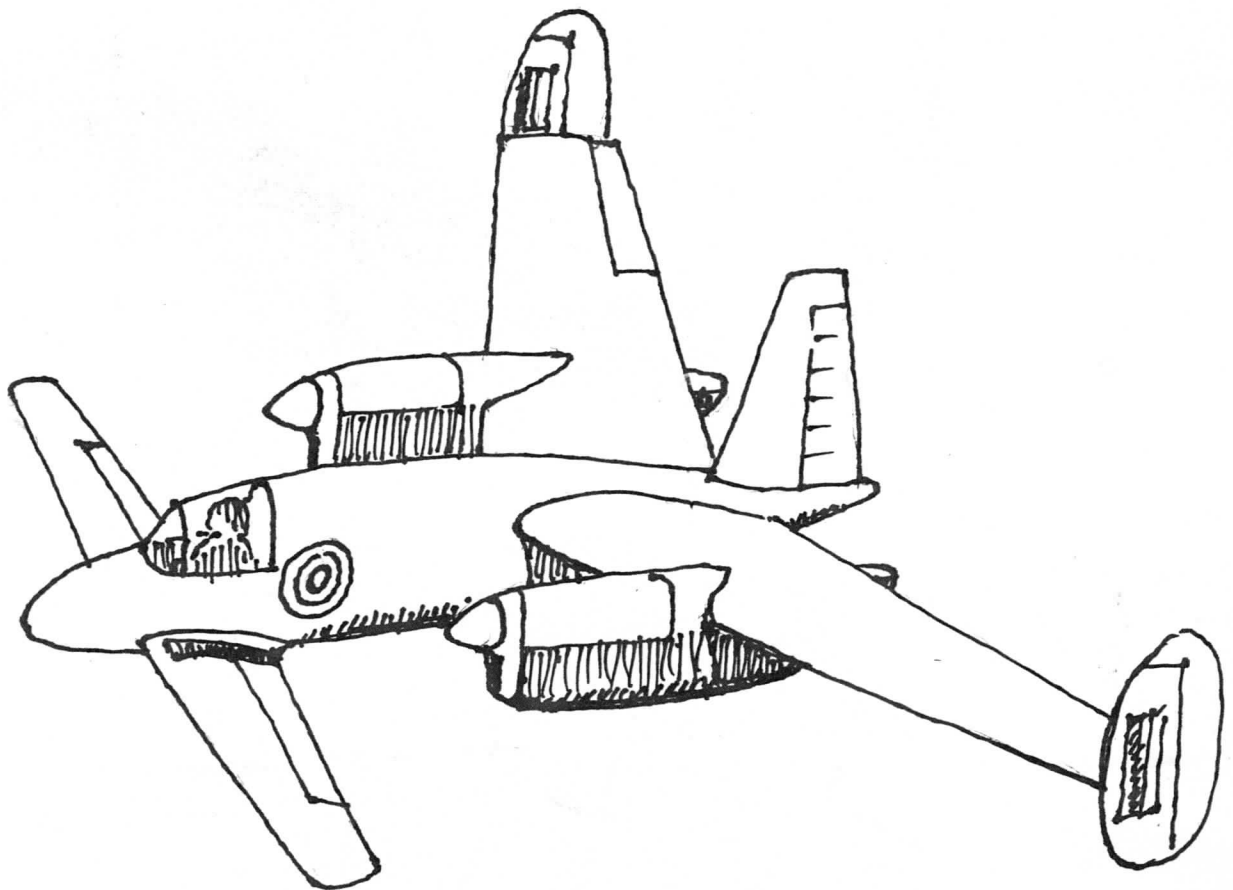


The Journal of the dreaded Potomac Pursuit Squadron #6 of the Flying Aces Club

Editor: Dave Mitchell

2017-2



dragonfly issue

KUDZU CLASSIC: JUNE 3-4, Raeford, NC
 Contest report pgs 5-6. All photos by Julie Farrell



Wally, Dan and Glen prepare to duke it out in GA Civilian. Dan came all the way up from Naples, FL. Good to see ya, Dan!



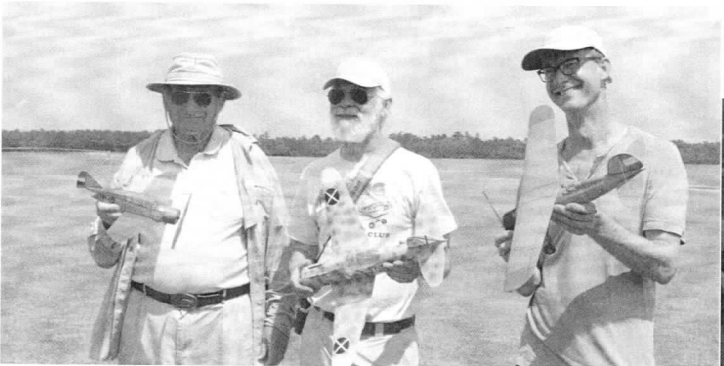
Jimmy Jordan and his granddaughter Savannah Canady winding up her P30. Savannah beat Dan by 2 seconds in the event--well done Savannah! Jimmy's grandson Matthew also competed in the event, placing third.



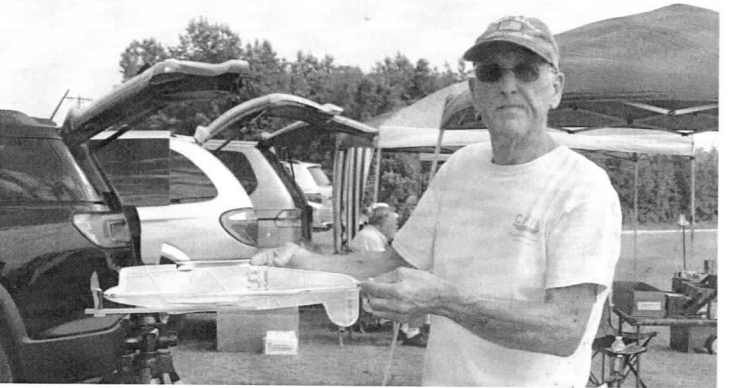
Abram, Jimmy and Glen, waxing philosophical.



Stew and Mike Coplan discussing strategy. Mike saw his Jimmy Allen go from hopeless case to GONE!



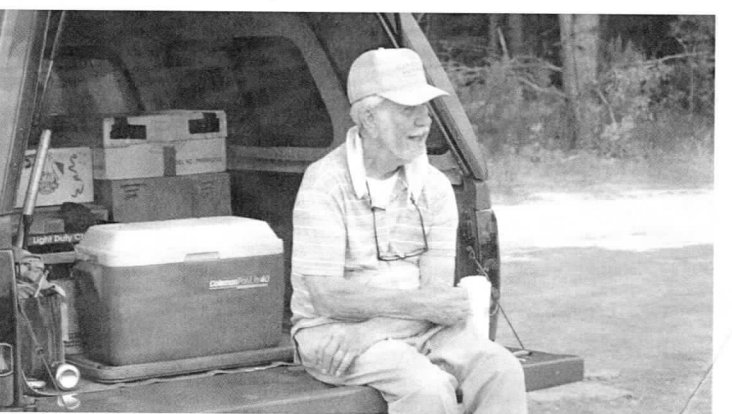
Stew and Dave, keeping the Fascists at bay. *Somebody's* gotta do it.



Richard Davison revs up his Chambermaid No-Cal.



Roy and Diane Courtney, clearly enjoying themselves during a hot and breezy contest.



Claude Powell savors his unmerciful dismantling of Dave's ambitions after winning both the WWI and WWII mass launches.

MAXFAX 2017-1

Well it's summertime...I hope you will all excuse me for getting this issue out so late...

After John Hunton sent me some plans for his neat profile electric Miles M39-B, I remembered a no-cal drawing P.F. Foncké sent me many moons ago, which at the time I wrote off as just another of his wild diversions. But having seen John's Libellula go, I had to wonder if maybe Capt. Foncké was on to something after all...so I brushed the dust off the plans, did the usual cut and paste of the voluminous notes he always sends, and here you have it.

With two dragonflies in hand, it seemed like a theme (finally) was brewing. Off I waded into the lakes of the internet, where I found enough *Anisoptera*-inspired designs to round out the plans pages. First off is a keen Megow Ryan YO-51 "Dragonfly" dimer. This is an odd bird with gobs of fiddly bits that you really don't want to have to mess with, so it lends itself well to the Dimer treatment. With its long tail moment, it's also clearly the most worthy of all these plans to bear the dragonfly moniker... next up is a Dragonfly sport towline glider--with the current buzz surrounding towline / hi start stuff, this ought to appeal to somebody out there. And then, because I didn't feel like writing anymore, I also threw in a Dragonfly sport rubber design; this attractive ship may or may not qualify for Old Time Rubber Fuselage--there wasn't much information available to me on the internet, so tread carefully. For all I know it's a Wakefield...if anyone can shed light on this model for us, please stand and deliver. Five plans! Boy are you a lucky bunch.

Not so lucky are the local area Maxecuters as a whole--we are losing access to flying spaces at an alarming rate. Shangri-La South--which despite its expanse, glory and fame was a **very** poor club field, insofar as only a handful of lucky people were allowed access by the owners--is gone. We thought then perhaps to reclaim the original Shangri-La, the storied Comsat site of yore, only to find that the land has apparently been sold, the fields are unmowed, and the perimeter is now liberally posted with "No Trespassing" signs. We guess they mean it. The National Building Museum has winnowed us down to a single indoor meet per year...and ballfields are generally either explicitly, or by local ordinance, off-limits to model aircraft activity.

Whither, Maxecuters? Or is it *wither*? We hope not. President Simperts has been scouting out sites for some time now; perhaps something will bear fruit. Claude Powell has a line on a promising private foundation site in Southern Maryland. Ralph Smalley and others are scouring the N. Va. landscape and plying real estate contacts. We will keep you posted. Keep YOUR eyes and ears open for any opportunities. In the meantime, we are reduced to our yards, short trim sessions at the Airdale events, covert activities in the shadows of the ballfields, and the distant promises of Raeford, Wawayanda, Geneseo, Muncie, and the Western Lands...

-Dm

SUBMISSIONS - send articles, plans and high-resolution photos to Dave. Electronic submissions preferred, but I do old school too.

Dave Mitchell, Editor
230 Walnut St. NW
Washington, DC 20012
davedge@me.com

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Stew Meyers
8304 Whitman Dr.
Bethesda, MD 20817

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Your mailing label indicates the year and month of the last issue of your current membership. An "X" in the box below your address is a reminder that your dues are due.

Cover images:

FRONT: John Hunton did this neat sketch of a Mile M39-B Libellula. See his article on converting cheap foam twin micro r/c ships into balsa goodies on pg. 15.

REAR: A Ryan YO51 "Dragonfly" waits on the tarmac in all of its shiny, spindly glory.



BILL SHEPPARD

At the NC meet, Jimmy Johnson confirmed something I had feared--**Bill Sheppard**, long a fixture of the Kudzu events, passed away on December 2, 2016. Bill's involvement with the Maxecuters / Kudzu Flying Corp. predated my joining the club by many years, so I can't speak much to how he got hooked on with us in the first place. What I CAN tell you is that he was just about the nicest, neatest, most unassuming, talented and profoundly interesting good ol' boy you could ever hope to meet, and that he will be sorely missed.

I met Bill at my very first Maxecuter contest, at the old field in Raeford in the early 2000's. I had the FF worm in my craw, but the hook wasn't quite set yet. The contest was held in the wake of some hurricane or the other; it was profoundly warm and humid. I had flailed about for most of the meet until Stew had pity on me and gave me a quick and dirty lesson in basic trimming on my Guillows-pattern Bristol Scout. The model had responded well to the ounce or two of clay he had shoved into the nose, and I got set to fly it in the signature event for the meet, which that year was a Guillows WWI theme.

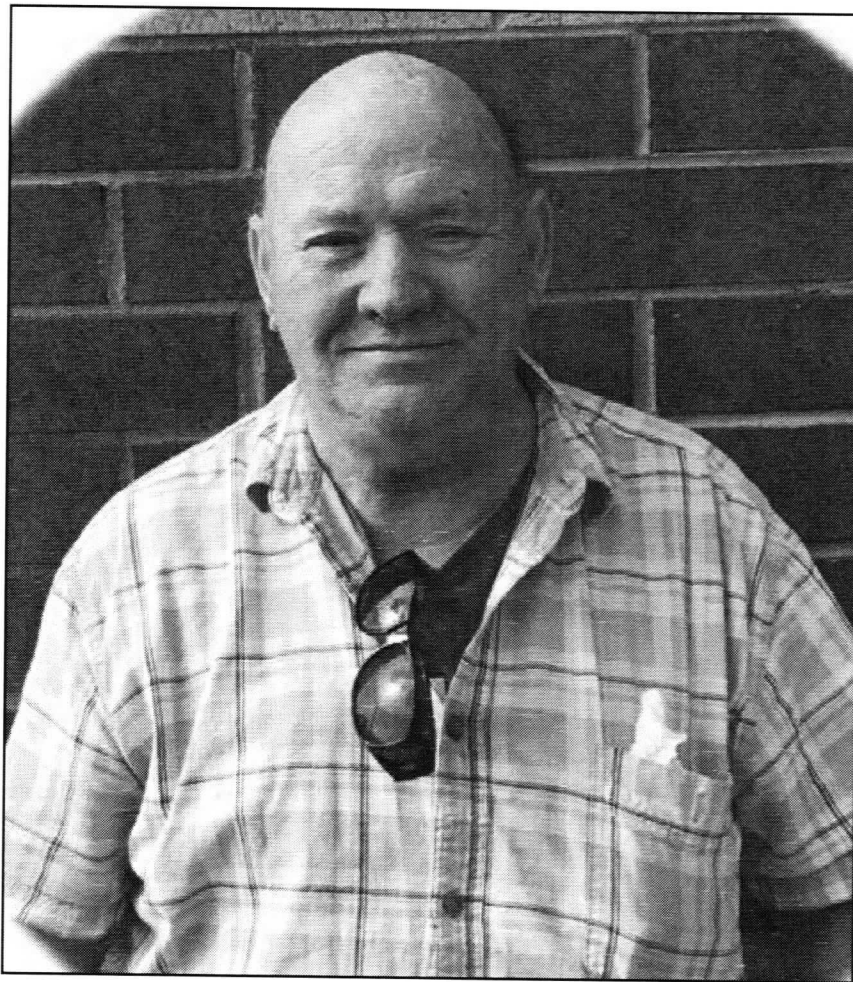
Just before the event, this big, affable fellow who had been poking around the field chatting with people announced that the winner of the event would win a hand-made tool chest that he had built for the occasion. How very nice of him, I recall thinking, imagining a simple tool caddy with perhaps a broomstick handle.

We ran the event. Here I was flying with some of the greats--Dave Rees, Stew Meyers, Claude Powell, Wally Farrell, Tom Hallman, Terry Pittman, Bob McClellon... a veritable Who's Who of Free Flight. I was waaay out of my league. And yet, in the way that Hung has with us, before I knew it there I was winding up for the third round. I clearly remember my hands shaking like crazy as I stood on the line for the launch. We all got away, and improbably, my little Scout held on for the win. I was absolutely stunned. Well the hook was set now, you'd best believe!

And here comes that big fellow again, who introduces himself to me as Bill Sheppard; he shakes my hand with his great calloused paw, and leads me over to his car, where there is not a simple little tool caddy but a full-on 10-drawer finished CHEST, with a drop down front, flip-up lid, and all the trimmings. You could have knocked me over with a feather. Bill informed me that he had built the chest with wood harvested from an oak tree that had fallen during Hurricane Hugo in 1989. It was but one of several he had made as prizes for the events over the years; I believe it may have been one of the last that he produced. He rather casually mentioned to me that he built mostly by feel and by sound, as his sight was already quite poor, and

as it was hard for him to see what he was doing he apologized for any rough edges that might be showing. The thought of him ripping wood on a tablesaw by "feel and sound" haunts me still, but man---his protestations to the contrary, that chest was a beauty, and has pride of place in my shop to this day.

Bill was wonderful company. He was THE master beekeeper for the state of North Carolina, and I had several great discussions with him on that topic (try a Google search for "Bill Sheppard NC beekeeper" sometime).



He also introduced me to the concept of the Baloney Burger....I can hear his thick southern drawl even now: "You just cut yourself a inch thick piece of baloney, fry it in a pan, stick it between two pieces of bread and set it down on the seat next to you while you're driving. You're good for the rest of the day, and boy, you never tasted anything so good!"

Mostly, Bill just seemed to be having a damn good time wherever he was, no matter what his private ills and complaints might have been. He radiated goodwill.

Well, he's gone now, and the world is a much poorer place for it. On behalf of all Maxecuters, Kudzu Corps and CAFFA members, rest in peace, Bill Sheppard, and blessings on your family; you done good, son.

2017 KUDZU SPRING MEET REPORT

by O. Leo Strutt, Boy Reporter

Or should it be Summer meet report? The powers that be pushed the annual Spring Kudzu meet back a couple of weeks to avoid conflicting with a meet up in Wawayanda, and were rewarded for once with hot, mostly dry weather. Turnout was good, with most of the usual modern-day Maxecuter / Kudzu suspects showing up, as well as Gary Morton from Tennessee, Jim Kelly, Richard Davison, and Jimmy Johnson's grandkids Matthew and Savannah Cannady. Dan Driscoll made it all the way from the badlands of Naples, FL, and Abram Van Dover rounded out the group of intrepid aviators. Notably missing was Bill Sheppard--see our remembrance of Bill in this issue.

The wind forecast was pretty much on the money as to strength--light to moderate--but not so great as to prevailing direction. This discontinuity, combined with the strong thermals that peppered the air both days, was to cause no small amount of trouble for the brave flyers assembled on the Raeford green. Having placed their trust in the forecast, the flightlines were set accordingly and the fliers were rewarded for their faith with naught but contrariness. None were more affected and afflicted than the ever-persistent Wally Farrell, who, ever seeking FAC glory, threw model after model into the fray, only to see six ships succumb either to haughty Hung's hot-air temptations or to tempestuous Trixie's prickly-sticky tall pine-tree traps. One was ultimately retrieved, but the damage done to Wally's fleet was nevertheless profound.

KUDZU ELEGY

by Glen Simpers

The trees are calling
At Infra-sound frequencies
Too low for most people to hear
but some folks do find
themselves inexplicably wandering in a woods.

A siren song for models of wood
With wingspans that match resonate frequencies
Not all models can hear
But for those that respond
A homecoming.

(Dedicated to the researchers with a craned neck and interest in the upper reaches of trees)

Dave Mitchell lost two prime models to Hung, barely escaped losing two others, and had to donate a third of his Avenger's wing to a covetous conifer in apparent compensation for the miraculous release of his QDC from the clutches of a monster thermal; Hung casually deposited it scant feet from the beastly Raeford brush. Jimmy Johnson, Kit Bays, Pres. Simpers, Richard Davison, Dan Driscoll and Roy Courtney, and Kit Bays each lost a ship. Most noble of all offerings must surely have been Mike Coplan, whose Jimmy Allen Special was last seen making glorious wide circles in tandem with Dave's Ford Stout in an ever-more distant thermal; it was his first outdoor contest. Mike commented: "My newly constructed Jimmie Allen Special was lost on Saturday. Into the clouds

and out of sight. When initially flown in the early evening on the previous Friday, it appeared hopeless, poor glide, uncontrolled powered flight. Then the experts intervened. Dave, Stew, and Claude took an interest in the problems and gave excellent advice and encouragement. The result was a lost plane." (*With friends like these--Ed.*) Thus baptised, Mike went on to a very respectable third place finish with another model in 2-Bit +1. Well done Mike!

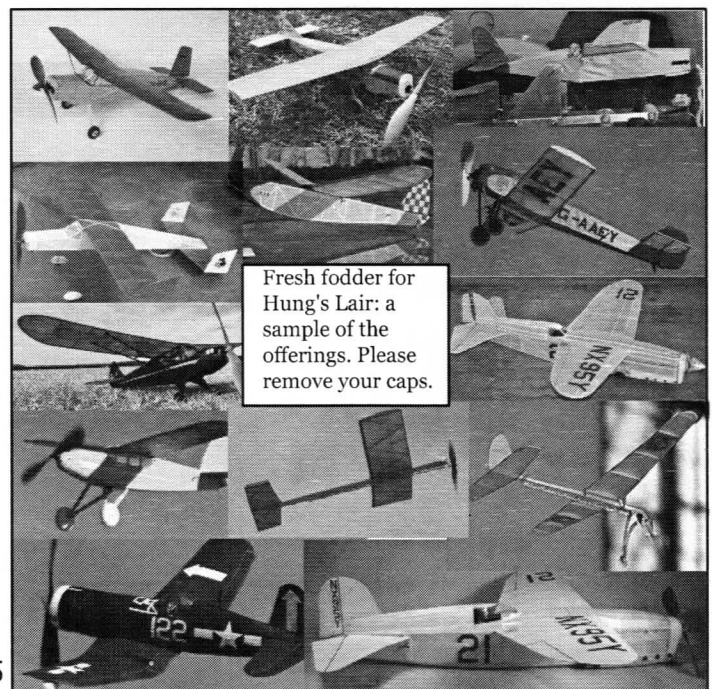
CLAUDE POWELL IS A GENTLEMAN

by Dave Mitchell

In WWI and WWII,
Claude Powell beat me through and through.
He shot me up, he shot me down,
and smote my model to the ground;
then smiling, came and shook my hand.
Claude Powell is a gentleman.

Claude Powell made a strong showing at the meet, taking BOTH the WWI and WWII mass launches. Wally added seven kanones to his bulging FAC talley, with impressive wins in Simplified Scale and the Spanish Fly mass launch among the notches. Stew claimed two events, including Navy Scale, which he won with Rich Weber's neat Hellcat design. Gary Morton also took two events including a fine performance in Combined Racers, as did John Diebolt, who piloted his well-worn Bat Monoplane to a first in Dime Scale and was, as usual, untouchable in Jet Cat. Dave spent most of the meet as a bridesmaid, though he did manage a win in FAC Scale with his Waco QDC.

Despite the many losses, it was a fine meet, with stout if somewhat shallow competition--many events had a bare minimum of entrants, and some could not be flown at all. FAC Scale Hi-Start Glider was a disappointment in this regard, as was Low Wing Military Trainer. Time to stock your hangars for next year, intrepid modelers! -O.L.S



Event: WWII Mass Launch		FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)		
Contestant's full name	Model	1	2	3
Claude Powell	FW-190	46	56	51
Dave Mitchell	Avenger	69	83	40
Wally Farrell	Hellcat	82		

Event: Phantom Flash		FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)		
Contestant's full name	Model	1	2	3
Stew Meyers	Phantom Flash	80	84	120
John Diebolt	Phantom Flash	120	46	104
Glen Simperts	Phantom Flash	24	86	77

Event: FAC Rubber Scale		TOTAL FLIGHT SECONDS		
FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)		1	2	3
Contestant's full name	Model			
Dave Mitchell	Waco QDC	60	62	120
Wally Farrell	Dorand S-1	80		
Glen Simperts	Howard DGA 8	54	53	

Event: GHQ Peanut		TOTAL FLIGHT SECONDS		
FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)		1	2	3
Contestant's full name	Model			
Wally Farrell	Chambermaid	112	77	
Dave Mitchell	Bristol M1B	51	52	45
Claude Powell	Stinson Voyager	48	55	61

Event: 2-Bit +1		TOTAL FLIGHT SECONDS		
FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)		1	2	3
Contestant's full name	Model			
Wally Farrell	Skokie	120	84	
Dan Driscoll	Morgan	49	44	71
Mike Coplan	Endurance	31	35	44

Event: FAC Scale Jet Catapult		TOTAL FLIGHT SECONDS		
FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)		1	2	3
Contestant's full name	Model			
John Diebolt	Aero 234	38	26	40
Glen Simperts	Martin B-57	27	29	23
Wally Farrell	Lightning	18	21	23

Event: WW1 Mass Launch		TOTAL FLIGHT SECONDS		
FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)		1	2	3
Contestant's full name	Model			
Claude Powell	Bristol Scout	41	60	69
Dave Mitchell	Aviatik D.1	41	40	65
Wally Farrell	S-1	59	55	64
Stew Meyers	Spad 7	24	39	

Event: Simplified Scale		TOTAL FLIGHT SECONDS		
FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)		1	2	3
Contestant's full name	Model			
Wally Farrell	Cessna 140	85	120	120
Claude Powell	Comper Swift	66	120	66
Roy Courtney	C180	120		
Dave Mitchell	Ford Stout	120		

Event: Navy Scale ML		TOTAL FLIGHT SECONDS		
FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)		1	2	3
Contestant's full name	Model			
Stew Meyers	Hellcat	108	59	98
Dave Mitchell	Avenger	124	71	91
Wally Farrell	Corsair	84	00s	

Event: Embryo Endurance		TOTAL FLIGHT SECONDS		
FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)		1	2	3
Contestant's full name	Model			
Gary Morton	Modified Prairie Bird	65	120	120
Glen Simperts	Spritzer II	120	120	
Jimmy Jordan	NIT	63	43	41

Event: Modern Civil/Military Comb ML		TOTAL FLIGHT SECONDS		
FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)		1	2	3
Contestant's full name	Model			
Wally Farrell	Vagabond	128	104	
Dave Mitchell	Vagabond	86	81	
Claude Powell	Musketeer	49		

Event: Dime Scale		TOTAL FLIGHT SECONDS		
FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)		1	2	3
Contestant's full name	Model			
John Diebolt	BAT Monoplane	107	111	120
Dave Mitchell	Comte AC-4	98	120	91
Wally Farrell	Gadfly	120	120	
Roy Courtney	C-34	70	73	72

Event: Spanish Fly Mass Launch		TOTAL FLIGHT SECONDS		
FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)		1	2	3
Contestant's full name	Model			
Wally Farrell	Fiat G50	68	76	
Dave Mitchell	Consolidated Fleetster	70	68	
Stew Meyers	Spartan Executive	7		

Event: No Cal		TOTAL FLIGHT SECONDS		
FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)		1	2	3
Contestant's full name	Model			
Wally Farrell	Cardinal	171	267	
Richard Davison	Chambermaid	30	22	43
Dave Mitchell	Tempest V	25		

Event: Golden Age Comb. Mass Launch		TOTAL FLIGHT SECONDS		
FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)		1	2	3
Contestant's full name	Model			
Wally Farrell	Letov	105	76	
Glen Simperts	Howard DGA 8	60	60	
Dan Driscoll	WP-1	47	19	

Blue Ridge Special		P-30 Rubber	
1. Jimmy Jordan	320 sec.	1. Savannah Canady	236 sec.
2. Roy Courtney	315 sec.	2. Dan Driscoll	234 sec.
3. Gary Morton	303 sec.	3. Matthew Cannady	183 sec.

Event: Combined Racers Mass Launch		TOTAL FLIGHT SECONDS		
FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)		1	2	3
Contestant's full name	Model			
Gary Morton	Chambermaid	53	72	77
Dave Mitchell	Smoothie	63	73	75
Jim Kelly	Smoothie	55	50	

Twin Pusher Mass Launch		AMA Catapult Glider	
1. Jim Kelly		1. Kit Bays	209 sec.
2. John Diebolt		2. John Diebolt	126 sec.
3. Abram VanDover			
		E-20 Electric	137 sec.
14 gm Bostonian			
1. Richard Davison	141 sec.	Time Target (39 sec.)	
		1. John Diebolt	38,59 sec.

MILES LIBELLULA

Repurposing micro R/C foamies to more noble ends

by John Hunton

The Miles Libellula was a British experimental scaled prototype for a much larger high speed bomber. Wikipedia has some good information on this design.

To build this Miles Libellula M-39 model in the re-purposed form that I have built and flown you will have to first get one of the twin engine "FlyBear" FX series models from Banggood.com or GearBest.com. These models can cost less than \$25 complete and ready to fly. If you have not already learned to fly in the independently variable twin motor mode, it would be wise to learn on the FX model, for they are difficult to break. The secrets to success on the FX models are to synchronize the motors before launching (the little knob on the TX), then launch it with just enough power to climb gently, usually around half throttle. If you charge off with full power a nearly uncontrollable phugoid situation will occur.

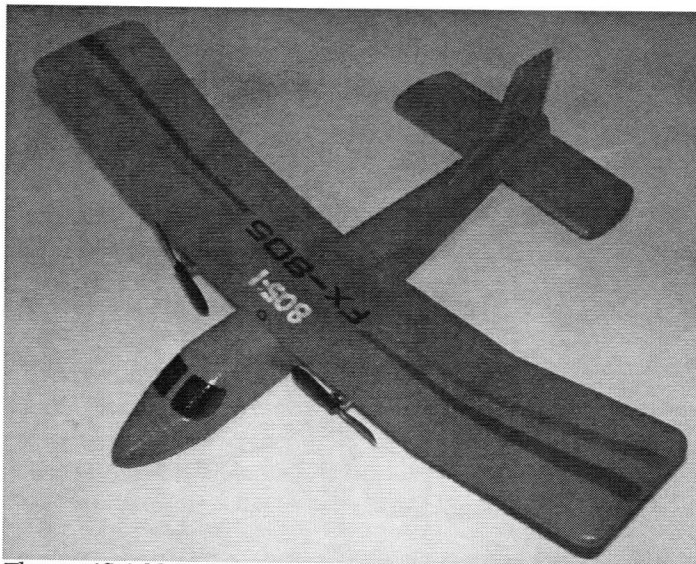
After learning to fly with the FX model, remove the "innards" being very careful to not cut into the single cell lipo battery or fire and brimstone will result. Just think of what you would look like with no eyebrows. Also be very careful not to damage the very fine motor wires. It is a good idea to identify which motor is left and right before removing them or you will have to test them later to see which is which.

The Libellula model is built of firm 1/16 sheet balsa except for the wing saddles which are 1/8 square. I suggest spraying the sheet balsa before any layout or cutting is done with spray Lacquer, then sanding with fine paper and spraying lightly again. The foreplane is one piece with no dihedral. The wing should be joined in the middle with each tip blocked up the width of an AA battery. The rest of the assembly is straight forward except for applying 1/8 square on one side of the fuselage top and bottom of the wing and foreplane. (Ed. note: on the included plan, John has suggested laminating two fuselage sides on either side of a core of 1/8" frame, rather than the single 1/16" sheet with reinforced saddles shown in the pictures).

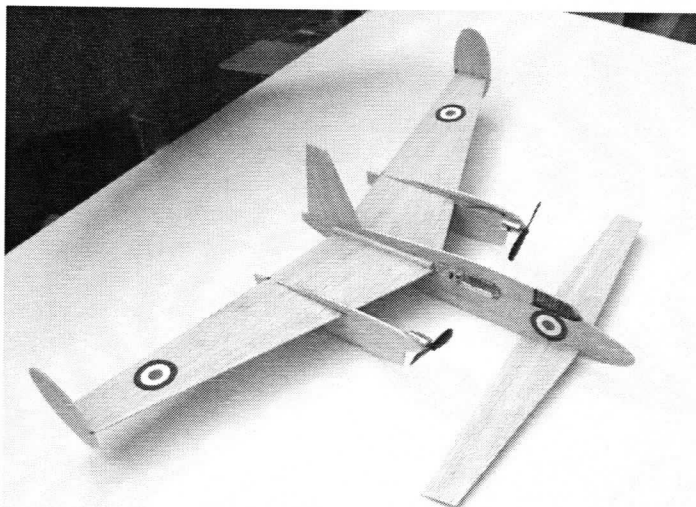
After installing the motor and control unit with epoxy use clear tape to attach the motor wires to the underside of the wings.

Use double faced tape to install the battery, which should be placed to make the model balance at the apex of the leading edge of the main wing. This CG location is for initial flights and it can be moved rearward incrementally for better climb and longer flights.

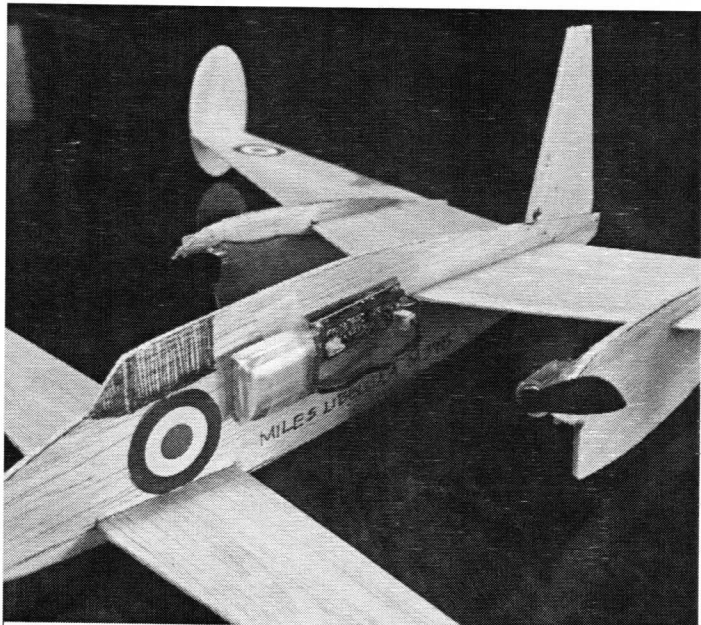
For the first flight give this model a hefty toss to try to minimize any launch transitions. The recommended power system is adequate, but the model must be flown in a gentle manner for a good climb. Keep turns shallow until you get used to this very different control method. If the model gets into a phugoid situation, just cut back on power and it will settle down.



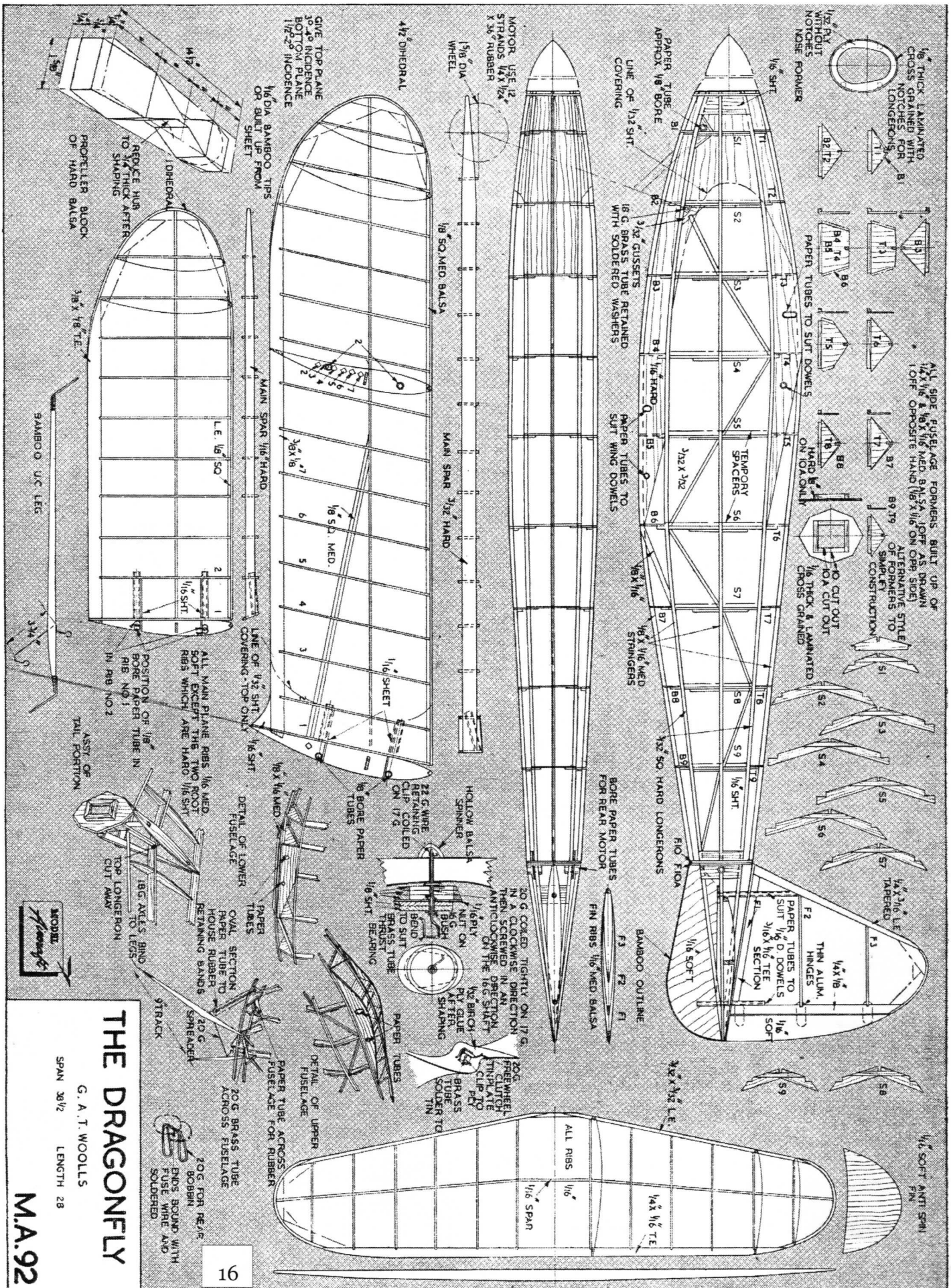
The sacrificial lamb: a Flybear FX-805. John put it out of its foamy misery with a careful disembowelling...



...transferring the guts to this little beauty, an all-sheet Miles M-39.



The business side of the Miles. John has a pile of models like this: quick, a little dirty, a heckuva lot of fun! \$25 up front for the electronics and a couple of sheets of balsa is pretty hard to beat...



THE DRAGONFLY

G. A. T. WOOLLS

SPAN 3 1/2" LENGTH 28"

M.A.92

RUBBER LORE - CHARTS & FORMULAS

The rubber winds chart on the following page is indispensable. Cut it out and laminate it and never leave for the field without it. While it may not replace the precision and utility of a good torque meter, it WILL give you a very good idea of how many winds you can generally pack into your model. Yeah, I'm sure there's somebody out there who can get TWICE this many winds into their motors. Knock yourself out, guy. For us mere mortals, on a day-to-day basis, this chart will lead you through the darkness.

CHART NOTES

1) *Cross Section* refers to the cumulative width of your strands of rubber. A loop of 1/16" (2 strands of 1/16") equals a 0.125 cross-section motor (2 x .0625"). A loop of 1/8" equals a 0.250 cross-section motor (2 x .125). Etc.

2) *Inches* (X-axis) refers to the finished length of the motor. For instance, if you have a motor that is 4 strands of 1/8" and is 20" long, you have a 20" motor. I would notate such a motor as $4 \times 1/8" \times 20"$. As per note #1 above, this motor has a cross section of 1/2".

3) *MAX turns* (left hand Y-axis) shows approximate MAX turns --i.e. breaking turns--for a motor of a given cross section and length.

4) *80% MAX turns* (right hand Y-axis). Use this as a reference point when you foresee multiple windings of a given motor. Note that at 80%, you will still be well up on the torque curve, and that a motor may not be able to withstand multiple windings to this level--especially if there is little or no rest time between windings

5) Each *diagonal line* represents a different cross section of rubber. Locate the diagonal line that represents your motor; read across the X-Axis (*Inches*) to find the length of your motor; the intersection of length and cross section will provide you with your winding information.

This chart is based on a formula developed for the old Tan II rubber. It was found through testing that the *average* breaking turns for a 1" cross section motor of Tan II = 50 turns per inch of motor length. Using this information as a basis, the following formula was derived:

breaking turns per 1" motor length = $(1/\sqrt{\text{rubber cross section}}) \times 50$

So if you forget your chart, you can figure it all out yourself...amazingly, the information is relevant for Tan Super Sport as well.



SIZING RUBBER MOTORS

Without a bunch of experience under your belt, knowing where to start when sizing a rubber motor to a model is a daunting task. All the charts in the world won't help if your model is chronically over-or-under-powered. Here are some great rules of thumb, using formulas that even I can master.

DETERMINING THE CROSS SECTION OF RUBBER TO PUT IN YOUR MODEL

This is extremely useful. The formula is:

Total Model Weight / 90 = rubber cross section

Total Model Weight is the weight of the empty model + the weight of the rubber motor.

As a rule of thumb, most models will begin to perform best with a motor that is *at minimum 25% of the total model weight*.

To arrive at this number, take your empty model weight (in grams), divide it by three, and add that number back to your empty airframe weight.

Let's put that in practice. Say you have a model that weighs 50g without rubber. $1/3$ of 50 = 16.5, so you want to use a 16.5g motor weight in your calculations. Thus, our Total Model Weight is 66.5g (50g + 16.5g). Divide this by 90 to arrive at a motor cross section of approximately .75".

DETERMINING THE LENGTH OF RUBBER TO PUT IN YOUR MODEL

So, you don't have a scale handy at the field for weighing a rubber motor? No problem. Because we know the average weight of rubber, if we have already calculated a desired motor weight and a desired cross section, we don't need no stinkin' scale....this formula will get you in the ballpark.

Motor Length = $(1.5W)/b$

where "W" is desired motor weight
"b" is motor cross section

We suggested earlier that models tend to perform best with a motor that is at minimum 25% of the Total Model Weight. Using our hypothetical 50g empty weight model again, we have a desired motor weight of 16.5g. We also have a suggested motor cross section of .75". So:

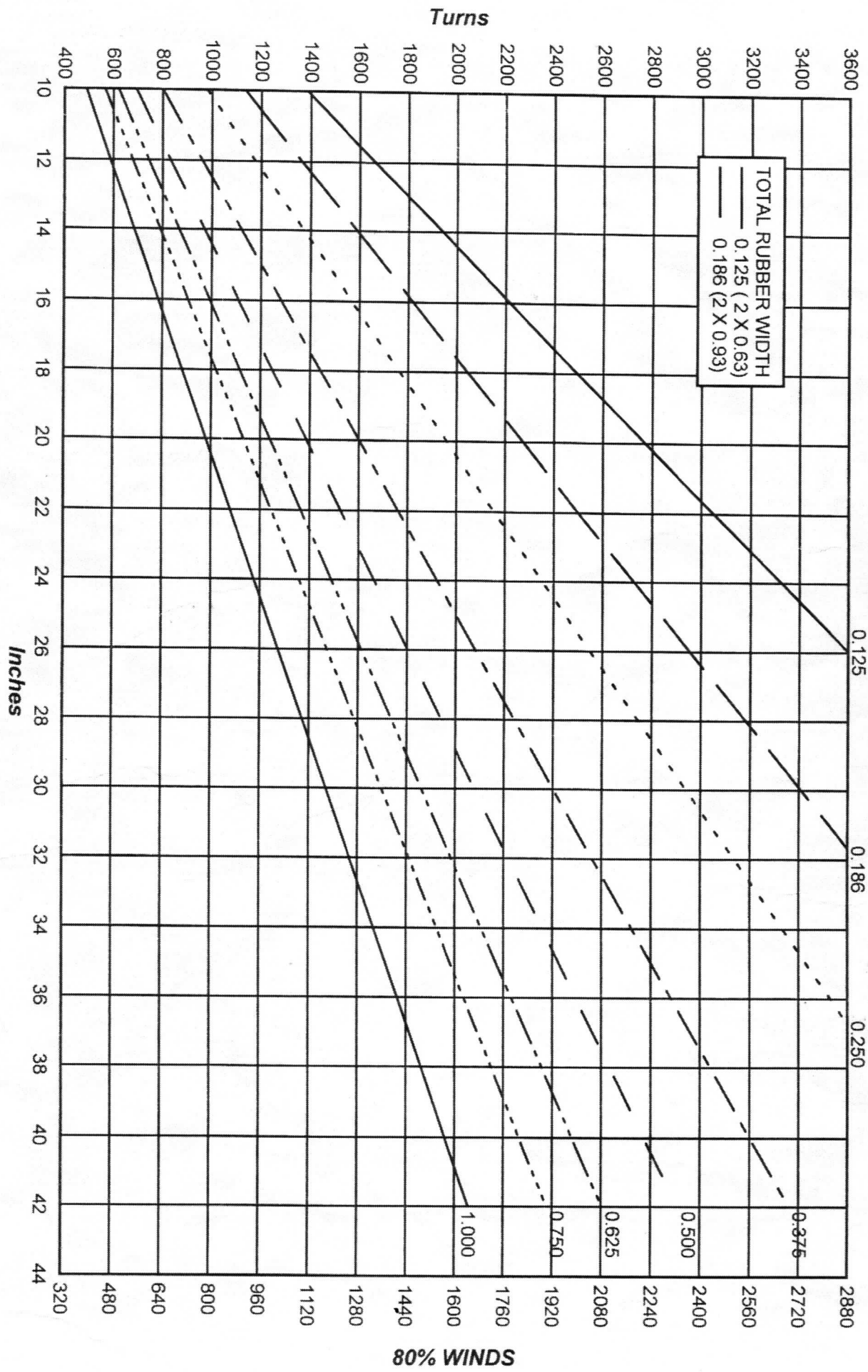
$$1.5 \times 16.5 = 24.75 / .75 = 33$$

A 33" motor of .75" cross section should do well to get you started!

Every model is different, of course; we have not even begun to examine the effect of obvious variables such as prop diameter and pitch, much less different aircraft configurations such as high drag biplanes vs. slippery monoplanes. But for your basic Free Flight model, the above information will serve you well...

-Dm

TAN II Allowable Turns





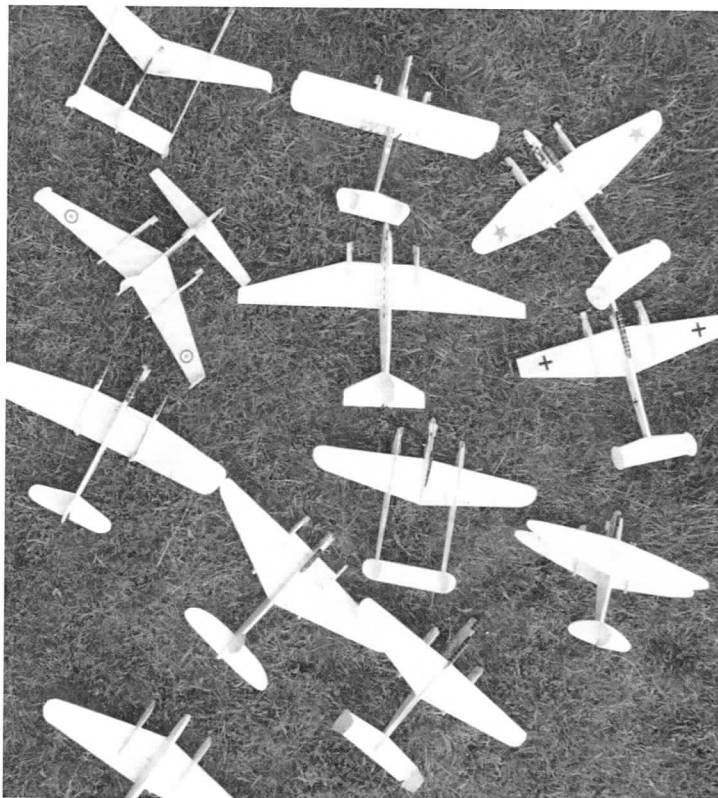
John Hunton with one of his twin micro r/c birds. Super flyers and quick to build...John is one of the most prolific builders you will ever meet. Always got something new and something brewing.



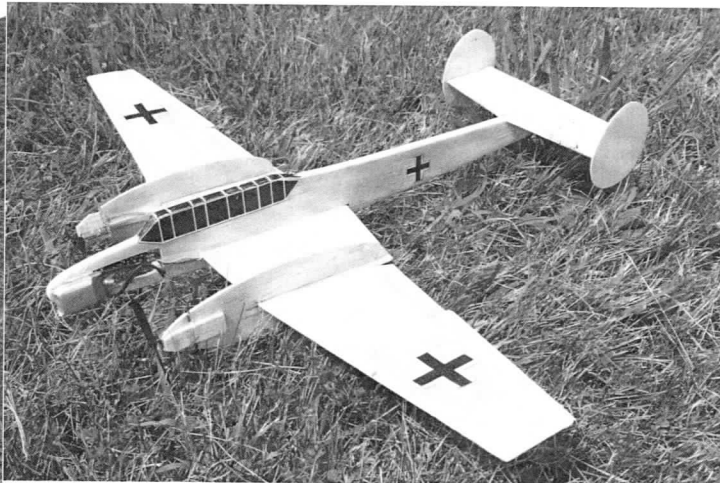
Close up of the cabane struts of Dave's Abbot-Baynes SCUD 1 glider. Tricky little beastie. Though the model is being built for FAC Scale Hi-Start glider, Dave is installing rudder and elevator R/C to allow for flying on small fields.



Jim Coffin executes a picture-perfect launch of Ron Anderson's Playboy, on a hot and windy day at Airdale. Gorgeous model.



A bird's eye view of part of the Hunton squadron. We suspect that there is a Sorcerer's Apprentice thing going on here, because every time we turn around it seems like the fleet has doubled...



Close-up of another Hunton honey. This one gave him a little trouble trimming out, but he got there. Don Srull says always make sure you have a bit of toe-out on the nacelles, else the thing won't turn!

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CONTENTS:

Libellula Micro R/C
Libellula No Cal
Misc Other Dragonflies
Rubber Winding Chart & Info



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CLAUDE H. POWELL 2018
44457 Three Coves Rd
Hollywood MD 20636-2706

EDITOR: ARTICLES & SUBMISSIONS

Dave Mitchell

MEMBERSHIP, DUES

Stew Meyers
8304 Whitman Dr.
Bethesda, MD 20817

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UPCOMING EVENTS

FAC Non Nats
July 19-22, Geneseo, NY

Outdoor Nationals
July 24-28, Muncie, IA

Empire State FF Champs
August 11-13, Geneseo, NY

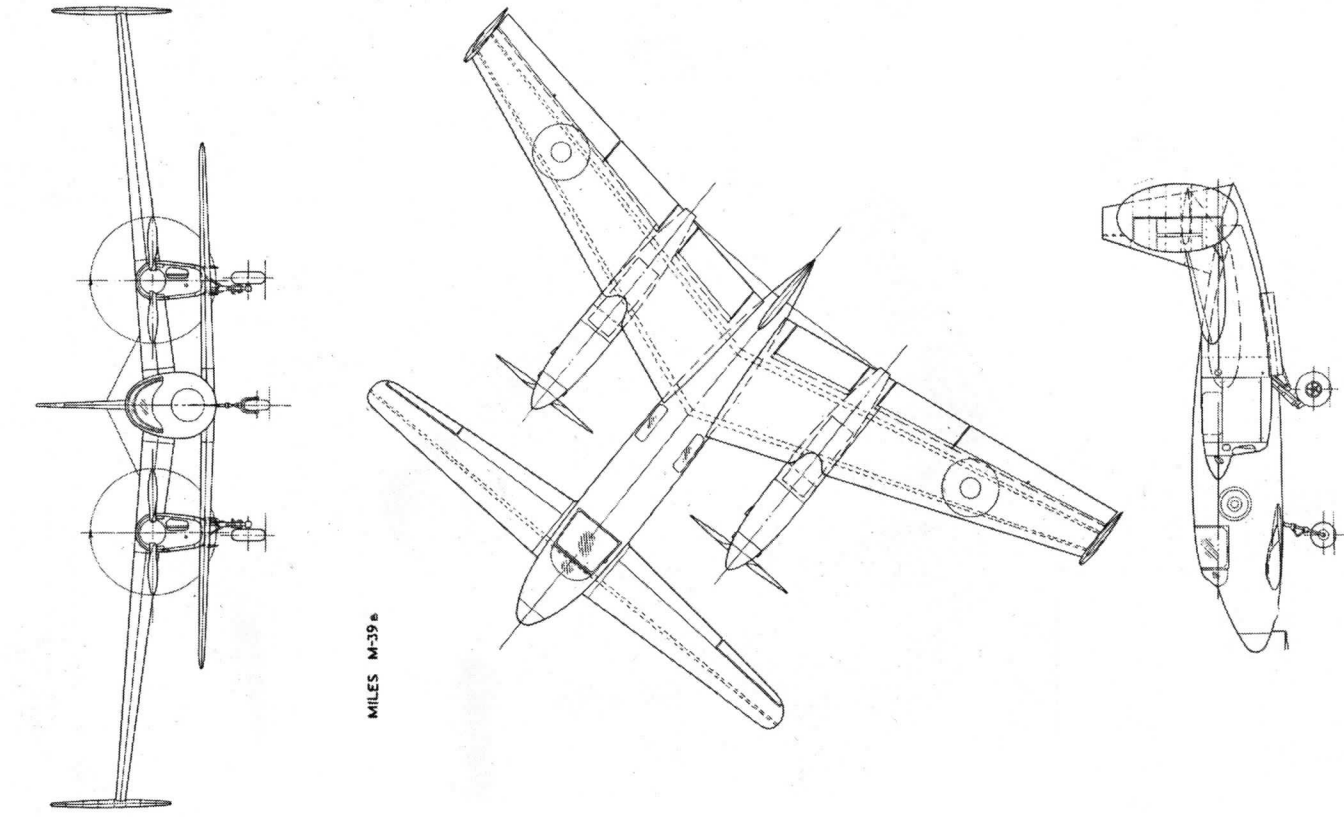
See www.dcmmaxecuter.org and
www.flyingacesclub.com for more



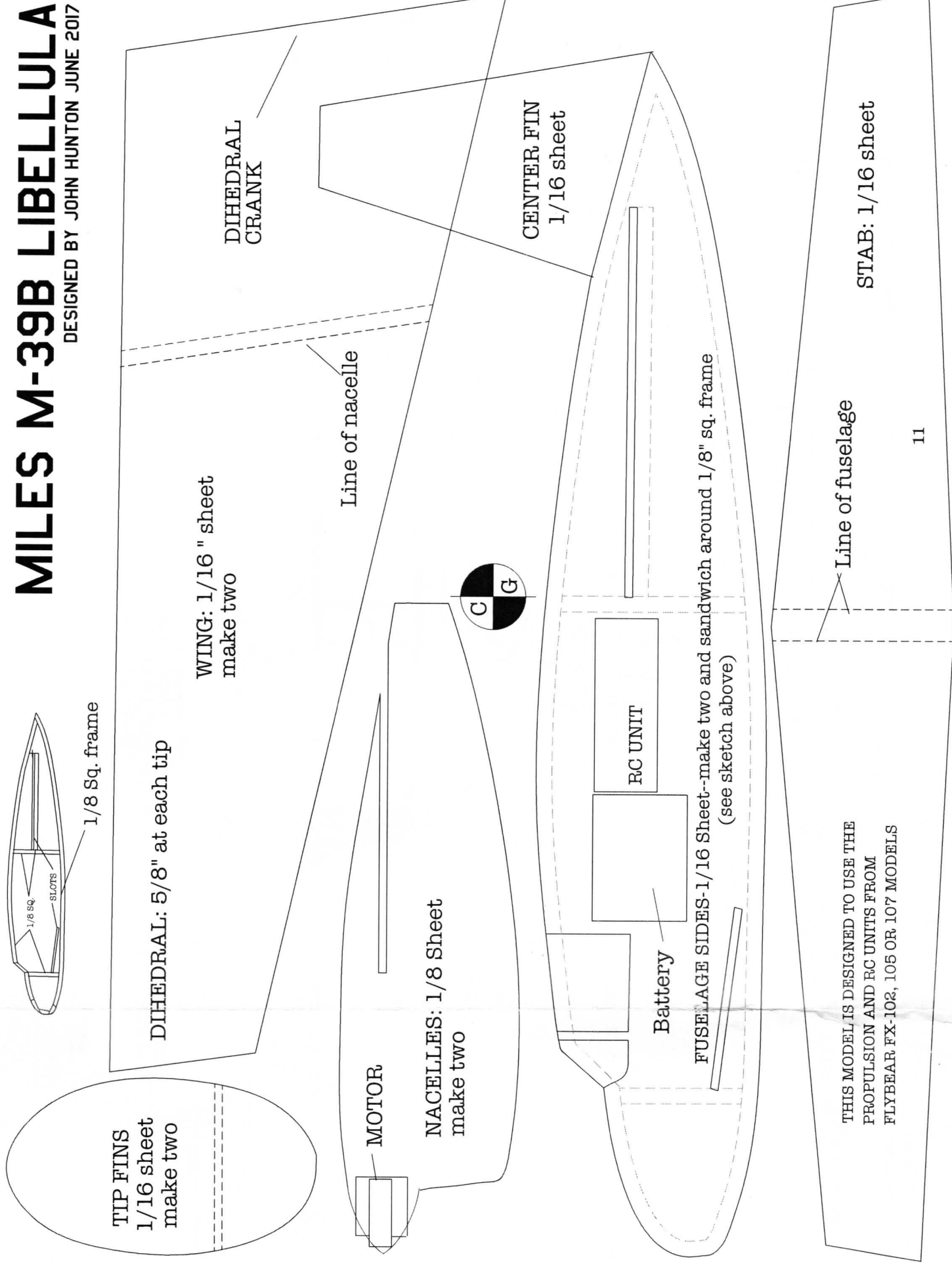
FlyBear FX models cost less than \$25 yet come complete with transmitter and receiver with independent motor control. Learn to fly the new control system on the indestructible FX model before re-purposing the innards for your new Libellula model. See text for how to fly this FX model successfully.

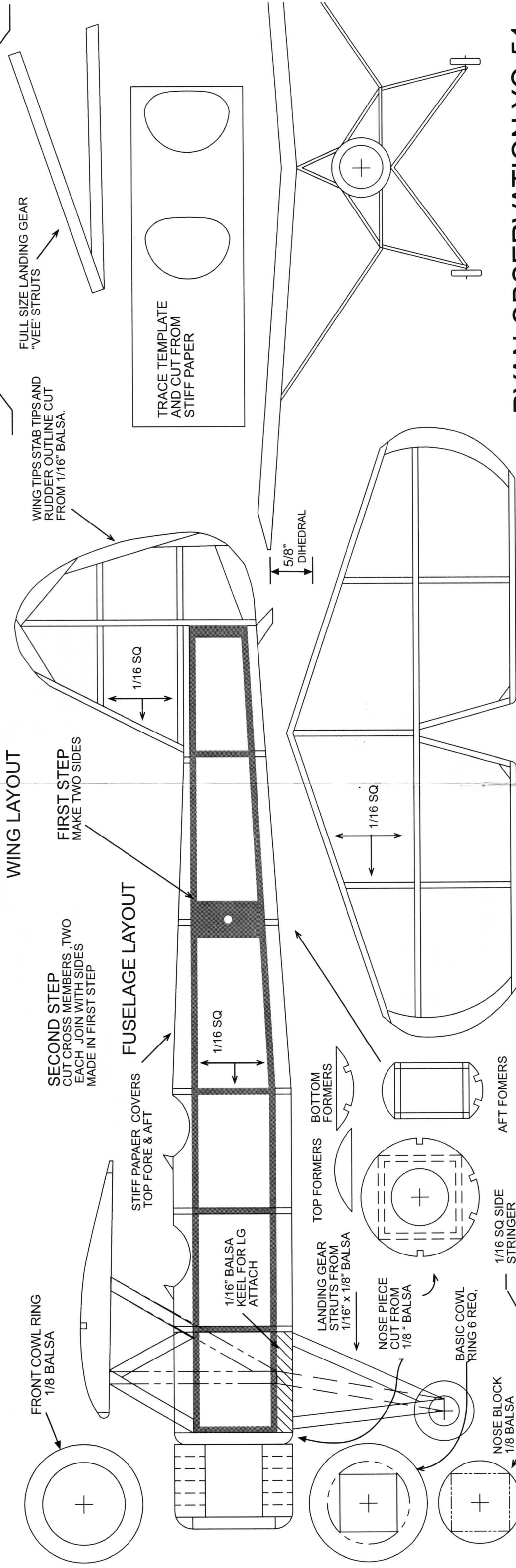
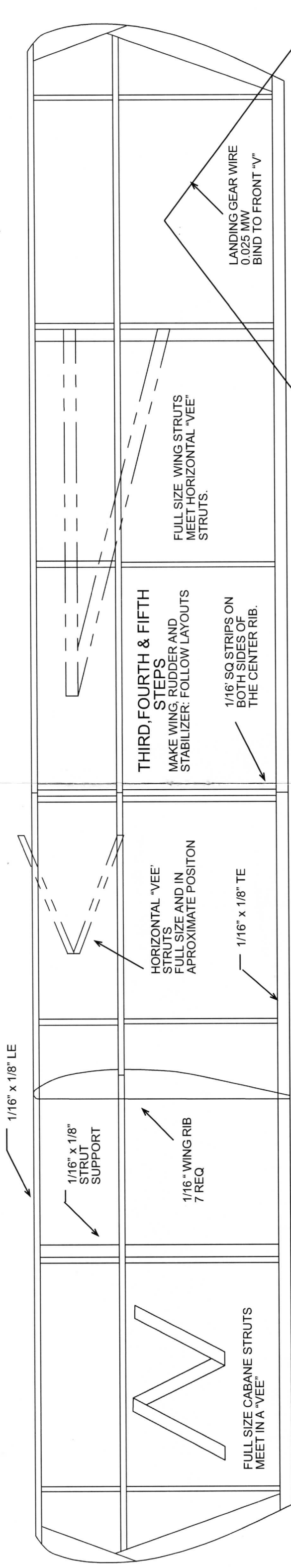
A 10 inch span glider was built from Depron to determine CG requirements for the unconventionally configured Libellula model. The powered canard model flew well with the learned CG information applied.

The 16 inch span sheet balsa profile model flew well from the beginning with CG information obtained from the scaled glider.



MILES M-39B

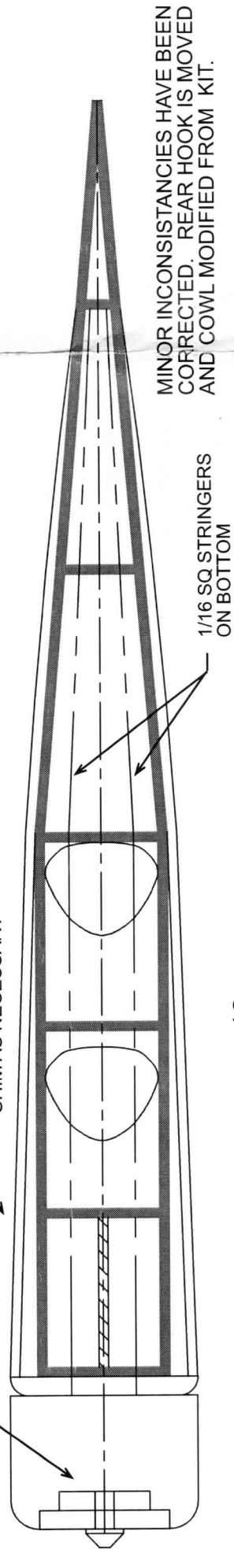




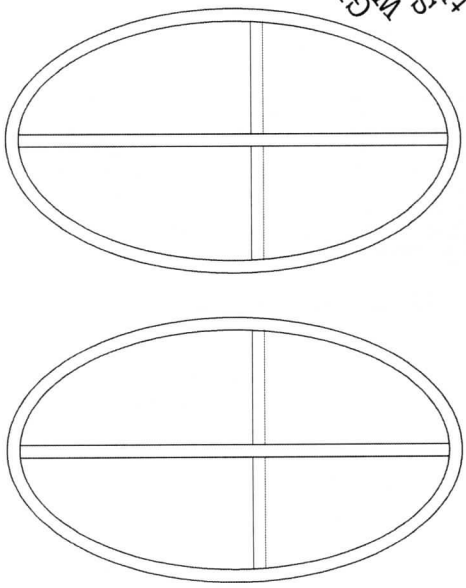
RYAN OBSERVATION YO-51

WING SPAN 16"

MEYERS MODERATELY MODIFIED MEGOW DIMER REDRAWN IN CAD WITH TRUE LENGTH FOR STRUTS AND ALL FORMERS. THE STRUTS REFLECT THE ACTUAL AIRCRAFT CONFIGURATION AND ARE EASIER TO BUILD THAN THE ORIGINAL MEGOW.

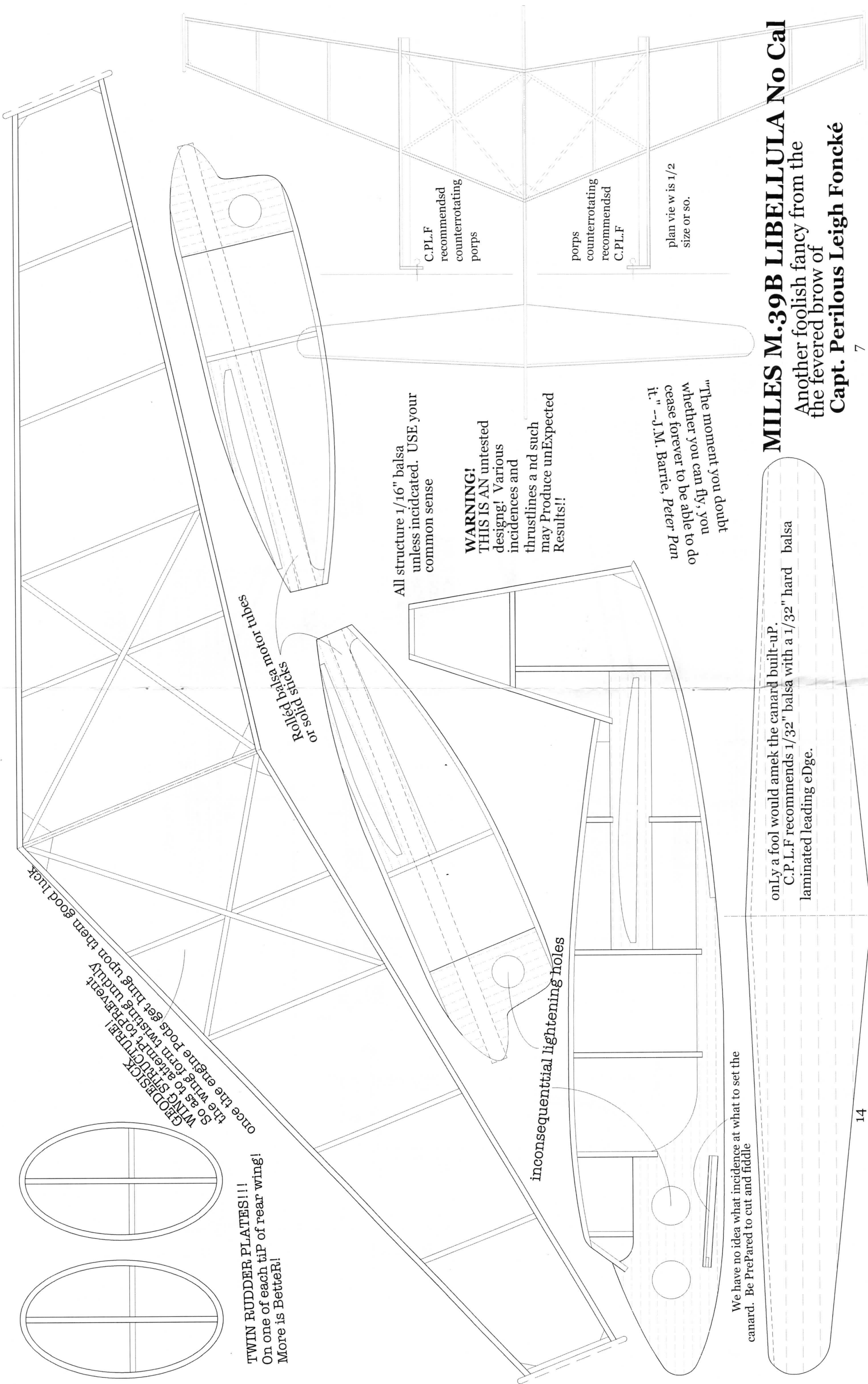


MINOR INCONSISTENCIES HAVE BEEN CORRECTED. REAR HOOK IS MOVED AND COWL MODIFIED FROM KIT.



TWIN RUDDER PLATES!!
 On one of each tip of rear wing!
 More is Better!

GEORGE'S TIP!
 So as to attempt to prevent
 the wing from twisting unduly
 once the engine pods get hung upon them good luck



All structure 1/16" balsa unless indicated. USE your common sense

WARNING!
 THIS IS AN untested design! Various incidences and thrustlines and such may Produce unExpected Results!!

"The moment you doubt whether you can fly, you cease forever to be able to do it." --J.M. Barrie, Peter Pan

C.P.L.F. recommends counterrotating props

props counterrotating recommends C.P.L.F.

plan view is 1/2 size or so.

We have no idea what incidence at what to set the canard. Be Prepared to cut and fiddle

only a fool would amek the canard built-up.
 C.P.L.F. recommends 1/32" balsa with a 1/32" hard balsa laminated leading eDge.

MILES M.39B LIBELLULA No Cal

Another foolish fancy from the
 the fevered brow of
Capt. Perilous Leigh Foncké